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## ASH GROVE CEMENT WEST, INC.

### Inter-Office Memorandum

Date October 2, 1989

To ✓George Wells

From Ken Rone

Copies to ✓Dick Cooke

Subject Progress Report

✓Steve Sheridan

✓Jim Post

### EAST TERMINAL

Resumed hauling Superior Silica to the plant in preparation for a barge to be loaded for Tilbury Cement on Friday.

We prepared to receive Masonry Cement from Inkom which arrived today. The existing Montana Masonry on hand will be run thru the packers, delaying the day when sacked mase will also be Inkom product.

Ideal cut us off of Type II transfers when we needed it the most but we were approaching the 3000 ton/month limit. The October thru December allocation has been increased by 5000 tons.

I went to the Auburn Terminal. Things are in fairly good order. There doesn't seem to have been any office activity since June. There are some old tires someone dropped off but otherwise the terminal looks better than ever.

I contacted the Department of Ecology to review our waste water permit. They were too busy to answer the questions I had and will call me back this week. I believe they will require rainfall to be included this time which will badly penalize us in the fee calculation. I am questioning why, now that they have a fee schedule, are they changing the rules on what gets counted (and paid for).

We will not consider cement waste as hazardous as far as our SARA III requirements are concerned.

The City of Seattle Drainage and Waste Water Utility inspectors walked the site to familiarize themselves with the appeal of the surface runoff assessment which all Seattle property owners pay.

### WEST TERMINAL

The M.V. "Clair" was unloaded and left the wharf at 01:00 HRS on 9/27. The M.V. "Dragon Prosperity" arrived at 04:00 9/27 and commenced unloading which

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has gone well since. The "Dragon" has fewer and larger holds making access quicker and safer.

We experienced alot of trouble with the front end loader driveline. It was running deep in cement during the unloading of the "Clair" and we paid the price. New bearings and carrier bushings were required.

Ideal asked us to load rail cars with Ono I for direct shipment as part of the transfer agreement. We could not accomodate due to the oil well cement to which our rail side is dedicated.

Can we re-examine the Haliburton sales to Alaska? All rehandling at our terminal could be eliminated if we could ship Haliburton direct from the Montana City plant.

All of Lonestar's bulk trucking operations have been sold to Riverside Transportation (Kenmore Pre-mix). They are now probably the largest common carrier in the state in terms of tons hauled.

#### SHIPMENTS

East Terminal Sales	6,812 Tons	
West Terminal Sales	<del>5,292</del> Tons	6462 corrected 10/2
LSNN Shipments	3,781 Tons	